



NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

29 July 2004

MEMORANDUM FOR NHQ CAP/EX

FROM: HQ CAP/DO

SUBJECT: Comments on Draft CAPR 60-1, Chap 5, *CAP Glider/Tow Plane/Launch Operations*

1. Attached is the final draft of CAPR 60-1, Chapter 5. CAPR 60-1, Chapter 5 was posted for comments on 22 March 2004. The 60-day comment period expired on 22 May 2004. The draft regulation has been reviewed by the Glider Committee, Operations Committee, and the Legal Review Committee.

2. Below are the recommended changes that were received during the comment period plus an explanation of how the changes were incorporated into the final draft:

a. Para 5-2. In the first draft an appointed initial wing glider check pilot would never have to take a CAPF 5. The member should go to another wing, FSDO, FAA DFE, or at least be required to complete a CAPF 5 after the first year. The paragraph now requires the appointed initial glider check pilot to receive a CAPF 5 within one year from the date of appointment.

b. Para 5-5a. To the end of the paragraph add, "to include instructing the 'cadet' on a specific subject to which the orientation flight pertains. Since orientation flights prohibit instruction, the following was added to the end of the paragraph: ... "to include a demonstration of subject matter knowledge pertaining to the specific orientation flight."

c. Para 5-8. In the event of an accident, insurance limitations may not be fully understood by the tow pilot. Additional information should be made available. For clarification the following was added: "The CAP liability insurance covers the flight activity, however, it does not provide hull coverage. For more details see CAPR 900-5."

d. Para 5-10. Need to clarify NCPSC requirements for glider check pilots. Statement added to say the ground school portion of the powered NCPSC fulfills the requirement for the NCPSC-G online course.

e. Para 5-12b. It is illogical to waive total time to 200 hours if paragraph c. requires 250 hours PIC time. 300 hours would make more sense. Paragraph was changed to reflect 300 hours.

f. Para 5-12f. Tow pilot qualification should include completion of the tow pilot on-line course whether the tow pilot is checking out or already current. The paragraph was changed to require completion of the CAP/SSF On-line Tow Pilot Course for all CAP tow pilots on an annual basis.

g. Para 5-12h. The region or wing commander should approve tow pilots before they can perform their duties. New paragraph added to clarify this.

h. Para 5-13. Requiring only one landing to complete a glider CAPF 5 does not appear to be a thorough enough evaluation of landing ability. One good landing does not adequately ensure landing proficiency. The cost of tows should not diminish the need for a thorough evaluation of this critical safety item. Additionally, FAR 61.56, Flight Review, allows 3 glider flights rather than the required 1 hour of flight instruction for the completion of a flight review. Paragraph updated to require additional landings at the discretion of the check pilot and if a simulated rope break is accomplished during the check ride.

i. Para 5-13. Simulated rope break (tow line break) proficiency is a requirement for certification in accordance with the FAA Private and Commercial Practical Test Standards. A demonstration of tow line break proficiency during a simulated rope break evaluation ensures the CAP pilot has maintained proficiency in aero tow abnormal occurrences since his/her original FAA flight evaluation. Paragraph updated to require a simulated rope break if one was not accomplished during the past 12 months.

3. Throughout the chapter several stylistic and grammatical corrections were made at the request of the Legal Review Committee.

4. Comments received and not incorporated in final draft: None.



JOHN A. SALVADOR  
Director, Operations

1 Attachment:  
Final Draft, CAPR 60-1

1<sup>st</sup> Ind to NHQ CAP/DO, 29 July 2004 Ltr, Comments on Draft CAPR 60-1, Chapter 5, *CAP Glider/Tow Plane/Launch Operations*

NHQ CAP/EX

29 July 2004

#### MEMORANDUM FOR NATIONAL BOARD MEMBERS

The summary of comments received and a final draft of CAPR 60-1 are forwarded to you, in accordance with CAPR 5-1, for discussion/ratification during the August 2004 National Board meeting.



ALBERT A.. ALLENBACK  
Executive Director

1 Attachment:  
n/c

cc:  
NHQ CAP/LM/LMP/LMM/XPP/LGRF/GC  
HQ CAP-USAF/CC/CV/XO  
Operations Committee, Chair  
Glider Committee, Chair